50X1-HUM

CLASSIFICATION CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY USSR

SUBJECT Economic; Transportation - Rail

DATE OF INFORMATION 1953

HOW PUBLISHED Daily newspaper

DATE DIST. 26 Apr 1954

WHERE PUBLISHED Moscow

NO. OF PAGES 4

DATE PUBLISHED 22-24 Oct 1953

LANGUAGE Russian

SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOURCE Gudok

FREIGHT OPERATIONS ON SOVIET RAILWAYS CRITICIZED

POOR UTILIZATION OF BOXCARS ON ODESSA-KISHINEV RAILROAD SYSTEM -- Moscow, Gudok, 22 Oct 53

On the Odessa-Kishinev Railroad System on 15 October, the amount of grain and flour loading reported by the administration of the system was almost half the amount prescribed in the state plan. On 16 October, the volume of loading reported by the administration comprised only two thirds of the state plan and, on 17 October, only 80 percent of the state plan.

A lack of empty boxcars is blamed for this lagging. However, the amount of empty boxcars on the Odessa-Kishinev System is more than sufficient to handle the loading and dispatching of grain, flour, barley, and all other consumer goods. On 15 October, for example, there were 233 empty boxcars on the railroad system which were not loaded. In addition to this, 1,500 boxcars were loaded with local freight. This reserve was not utilized.

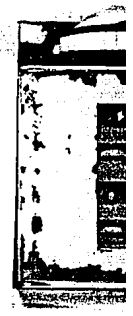
The leaders of the Odessa-Kishinev System often complain that many cars cannot be used for hauling grain, as they are unclean. On 15 October, there were 600 unclean cars on the railroad system, but at the washing points only 342 were presented for cleaning, and a number of these were not cleaned. Lack of control causes many cleaning points to fail in the completion of even minimum requirements. On 15 October, Pomoshnaya Station did not clean a single car out of 30 presented for cleaning; at Kirovo Ukrainskoye Station, 6 cars were cleaned out of 14; and in the Kotovsk Division, as a whole, 6 cars were cleaned out of 200.

Boxcars are often loaded with freight which should be loaded on flatcars, of which there are many. On 15 October on the Odessa-Kishinev System, only a little over one third of all the loaded boxcars contained grain, sugar, or flour. At the same time, 140 boxcars were loaded with construction materials, particularly stone.

50X1-HUM

CLASSIFICATION CONFIDENTIAL

STATE	NAVY	NSRB	DISTRIBUTION
ARMY	AIR	FBI	



The Odessa Division is obligated to dispatch to grain-loading points three to four consists of empty boxcars daily but this is seldom done. Similar situations exist on other divisions of the railroad system.

CRITICIZES DELAY OF TIMBER AT TRANSSHIPMENT POINTS -- Moscow, Gudok, 23 Oct 53

A great amount of timber sent down the Volga River arrives in Astrakhan' and is sent through the transfer stations of Trusovo, Novolesnaya, Pravyy Bereg, and Novovolzhskaya by railway to Azerbaydzhan, Dagestan, Severnaya Osetiya, Kabarda, and other regions of the Caucasus.

At the transshipment bases, a huge quantity of timber removed from the water is piling up. There is also a great amount of timber still in the water. The Ordzhonikidze Railroad System is systematically not fulfilling the timber-loading plan. During 9 months of 1953, 7,000 less cars were loaded than required by norms and, during 16 days of October, the backlog increased to 8,000 cars.

The complaints and demands of the shippers lead nowhere. The number of empty cars that arrive for carrying timber drops more and more below the plan.

The leaders of the Ordzhonikidze System complain of the lack of empty flatcars on their own system and of the failure of other systems to transfer flatcars to them.

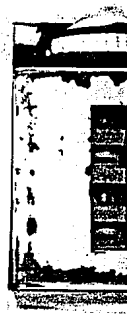
But the majority of empties required for timber hauling should not be acquired from other systems. The flatcars should be gathered on the Ordzhonikidze System and delivered for the formation of empties at the Trusovo rail center. Since this would require considerable effort, the commanders decided to utilize shuttle-trains that haul ballast for timber shipments. After being loaded with ballast at the Shamkhal Quarry, the cars are released on the Kizlyar-Astrakhan' section and, on the return routing, carry timber for Groznyy and other points. However, sometimes the ballast is not loaded because of faulty loading machinery, a lack of locomotives for delivering empties to the quarry, etc. As a result, the plan for dispatching ballast is disrupted and very few flatcars show up in the Kizlyar Division for timber.

Often timber loading is disrupted by poor operational methods of the leaders of the Kizlyar Division. For example, on 8 October there were 26 empty flatcars and 30 gondolas in the division which could have been loaded with timber. However, by counting on the arrival of additional flatcars after unloading ballast the leaders loaded only 21 cars with timber; the rest did not arrive at the unloading points or were used for other freight. The same situation occurred on 16 October.

On the Ordzhonikidze Railroad System, a large number of gondolas are available after unloading. At present, this type of rolling stock surpasses the norm by more than 1,000 units. It would seem that, under the present conditions, part of this surplus could be temporarily used for hauling timber on the empty runs. The leaders of the railroad system have repeatedly asked the Main Administration of Traffic to allow them to do so. But the Main Administration of Traffic has categorically denied the system the right to haul timber, including support timber, in gondolas.

It is possible to organize special short-haul through trains on the Transcaucasus Railroad System for exporting timber from the Trusovo rail center to Baladzhary. In recent years there were in operation four such short-haul through trains, with 55 flatcars each, transporting timber destined for Glavtekhsnabneft' [Main Administration for the Material and Technical Supply of the Petroleum Industry?]. But this practice did not find support in the administrative offices.

50X1-HUM



LOADING, SWITCHING OPERATIONS ON KOKAND DIVISION -- Moscow, Gudok, 24 Oct 53

The Kokand Division is the chief loading division of the Tashkent Railroad System, carrying on nearly 40 percent of the system's loading plan. Kokand Station services cotton-cleaning plants, creameries, brick and superphosphate factories, the large grain procurement base, extracts plants, and nearly 250 trade, procurement, and other organizations.

In 1953, the Kokand Station locomotive engineers hauled 464,000 tons of various freight above norm on above-norm-weight trains.

Car loaders of the Kokand Division, by compact methods in the handling of cottom, coal, tobacco, and other freight, saved the division 1,153 cars for use in loading operations other than originally prescribed for the cars. A group of loaders of Kokand Station increased raw cotton loading in four-axle cars by 2 1/2 tons per car on the average, thus releasing nearly 90 cars.

The plan for loading is often not completed because enterprises fail to present their products for hauling and because Kokand Station does not always satisfy consignors' claims for cars.

After achieving coordination with the shippers, the railroad began competition for the fulfillment of the yearly carloading plan ahead of schedule. Having successfully completed the September plan, they fulfilled the third quarter 1953 plan for loading consumer goods by 135.8 percent and for loading and dispatching superphosphate for kilkhozes and sovkhozes of the republic by 112 percent.

In October, the Kokand Station did not lower the tempo of loading, but the layover of local cars increased. One of the reasons for the increase was improper utilization of switching facilities. In the peak hours, when the switch engines were occupied with the formation of consists and the processing of transit trains, the reception of cars for loading and unloading, as a rule, was held up. Meanwhile, the locomotive assigned for steaming tank cars and for working on the car terminal tracks was idle for hours. It has been suggested that this locomotive be used for work in the freight yard and for switching cars to sidings.

Since trade bases and other organizations do not work nights, the dispatching of less-than-carload consignments is not carried on during this time. To reduce car layover time, less-than-carload consignments should be unloaded into warehouses during the night and delivered to the consignees in the morning. But the station management is very slow in organizing this.

Recently, there have been failures of long duration in the supply of electric power to the container-loading area and, as a result, the gantry crane is often idle, the platforms are unproductive, and the dispatching of container freight is held up.

UTILIZATION OF GONDOLAS ON RAILWAYS CRITICIZED -- Moscow, Gudok, 22 Oct 53

It is now required that 50 percent of all the coal hauled on the railways of the USSR be carried in gondolas. In order that the coal-loading systems have the opportunity to fulfill the state plan without interruption, it is necessary to supply them regularly with gondolas. A reserve of this type of rolling stock must be created by 1 November on the Tomsk, Karaganda, Pechora, Donets, North Caucasus, and Sverdlovsk railroad systems and the systems adjoining these. The formation of empty through trains of large four-axle gondolas has been introduced for use especially on the Tomsk, Karaganda, Pechora, and Donets railroad systems.

The technical plan provides that these through trains move continuously to complete the car inventory of the coal-loading systems on time. It is important these trains carry lumber, support timber, and other types of freight on the empty trip in four-axle gondolas. Even partly loaded gondolas are tolerated. These and a score of other measures provide a concentration of gondolas in regions where mass industrial freight is loaded. On the Kazan' System during 20 days of October, 450 cars not provided for in the plan were loaded and dispatched to the Moscow-Ryazan' Railroad System, and 350 cars, to the Moscow Inner Belt Line. Instead of increasing the loading of gondolas to be sent in the direction of the railroad systems of the Urals and Siberia, where this type of rolling stock is needed for coal hauling, the leaders of the Kazan' System are loading the cars for the addresses which they consider "more favorable" for their system. They do not consider the fact that this leads to the dispersion of the gondola stock, and that the interests of the state demand the fulfillment of the plan of hauling, according to prescribed types of freight and destinations.

On many railroad systems there is insufficient control over the utilization of gondolas. Even on such an important coal-loading system as the Donets, daily there is under-norm loading of hundreds of cars of coal while gondolas are being supplied for hauling freight which could be hauled on flatcars and other types of rolling stock.

The character of mass industrial freight flows permits the effective utilization of gondolas on USSR railroad systems. The concentrated hauling of coal, iron ore, and flux between output points and industrial regions makes it possible to organize the movement of gondolas in fixed consists over definite routes. The chief objective is to create a continuous supply of cars to the coal and iron-ore basins thus the importance of extending the through-routing of freight in gondolas.

A reserve of gondolas must be created in regions of mass loading of coal, iron ore, and metals, especially on the railroad systems of the Kuzbass and Karaganda. Plans for gathering, forming, and dispatching gondolas must be completely fulfilled on schedule. A lack of discipline and responsibility explains why the Transcaucasus Railroad System, for example, gives 80-100 empty gondolas less, daily, than is required by the plan for the regulation of empty car flows. There are no excuses for this. The Transcaucasus System has a considerable surplus of gondolas and its leaders are obligated to dispatch without interruption this rolling stock for the loading of coal in the Donbass, and to suppress wanton disregard for the regulated discipline.

- E N D -